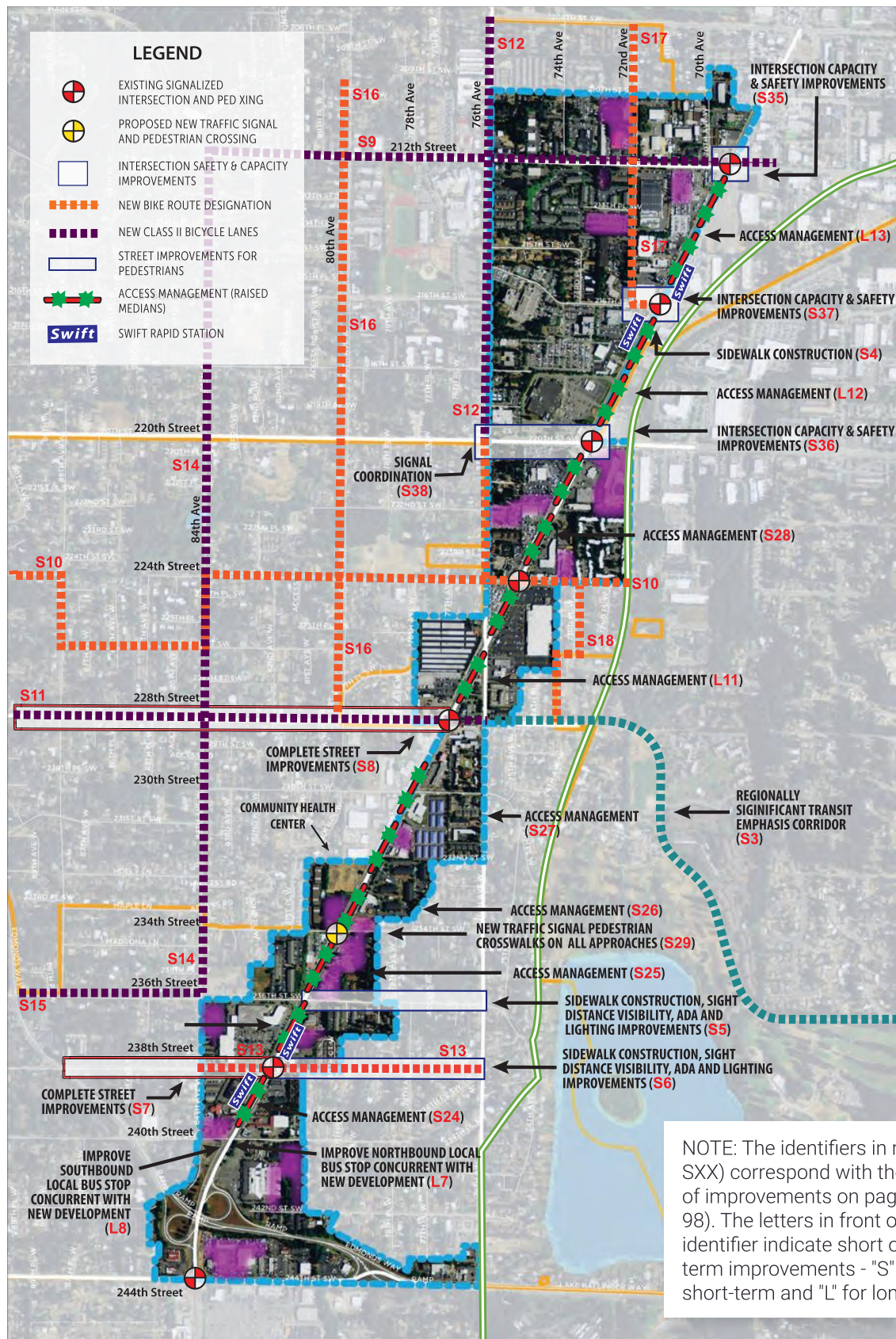


FIGURE 23: PLANNED TRANSPORTATION IMPROVEMENTS



ZONING AND DEVELOPMENT

AFFORDABLE HOUSING

SIGNAGE + WAYFINDING

TRANSIT

TRANSPORTATION

PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS

| IMPROVE PEDESTRIAN SAFETY AND ACCESS TO/FROM HIGHWAY 99 CORRIDOR | | |
|--|---|---|
| MAP IDENTIFIER | IMPROVEMENT TYPE | DESCRIPTION OF IMPROVEMENT |
| S1 | Pedestrian Safety | Improve sidewalks, sight distance visibility, street and safety lighting on 240th from 84th Ave W to 80th Way W (primarily along commercial frontages) |
| S2 | Pedestrian Safety / Ped Circulation | Implement safety improvements at 224th and 76th Avenue W including constructing new or improving existing sidewalks on both sides of 224th approaching 76th Ave and SR 99. |
| Not Shown | General Safety | General need for safety and street lighting on residential streets surrounding SR 99, particularly pedestrian-scaled lighting. |
| S3 | Regionally Significant Transit Emphasis Corridor | <p>Workshop participants identified the need to widen sidewalks on 228th east of SR 99. In the Summer of 2016 a number of pedestrian improvements were completed in this regionally significant multimodal corridor (see notes). Where narrow sidewalks still remain within the corridor or on connecting residential streets, the following pedestrian improvements may be considered in-lieu of widening sidewalks:</p> <ol style="list-style-type: none"> 1. Buffer pedestrians from moving traffic with street trees in tree wells constructed within parking lanes. 2. Consistent application of high visibility crosswalk markings at intersections. 3. Ensure street lighting illuminates entire width of street. Currently, street lights are located on one side of the street. Intersections with marked crosswalks should have safety lighting illuminating each end of crosswalks. 4. Install bus shelters at local bus stops with street lighting. Where right of way wont permit a shelter, use curb extensions to add width. |
| S4 | Pedestrian and Vehicular Safety / Ped Circulation | Sidewalk construction projects: 216th St. SW from 72nd Ave. W to SR 99 |
| S5 | Pedestrian and Vehicular Safety / Ped Circulation | Sidewalk construction projects: 236th St. SW from HWY. 99 to 76th Ave. W |
| S6 | Pedestrian and Vehicular Safety / Ped Circulation | Sidewalk construction projects: 238th St. SW from HWY. 99 to 76th Ave. W |
| S7 | Complete Streets Impvts | 238th Street SW, between SR 104 and SR 99. Widen to three lanes with curb, gutter, bike lanes, and sidewalk. |
| S8 | Complete Streets Impvts | 228th Street SW, between SR 99 and 95th Pl. W Widen to three lanes with curb, gutter, bike lanes and sidewalk, as well as intersection improvements at 228th @ 95th. |

PROJECT SUPPORTIVE

PLANNED IMPROVEMENT

OTHER

IMPROVE PEDESTRIAN SAFETY AND ACCESS TO/FROM HIGHWAY 99 CORRIDOR

| NOTES | SOURCE |
|--|---|
| This type of corridorwide frontage improvement typically occurs as a condition of approval when the fronting property redevelops. | Workshop |
| 224th Street, as a route, provides access to a few destination such as the interurban trail, but is not a primary route to major generators. However, many residential neighborhoods feed into 224th and it may serve as a lower volume and lower speed alternative for pedestrians and bicyclists. Near SR 99 224th lacks sidewalks on one or both sides of the street. | Workshop |
| Many of the workshop participants commented on the lack of street lighting on streets intersecting or paralleling SR 99. Safety lighting (lighting that illuminates intersection corners where pedestrians are expected to cross) and street lighting (overhead lighting that generally illuminates the width of the street) as well as pedestrian-scaled lighting (lighting on 12-17-foot tall standards that illuminate the pedestrian walkway) are fundamental prerequisites for walkable areas. Streets that cannot be safely traveled by pedestrians and bicyclists at night, will experience limited travel during the day. | Workshop |
| 228th Street SW is one of the study area's only Complete Streets. It connects the SR 99 corridor to numerous destinations including Highway 104 into downtown, the interurban trail, parks and recreational facilities, and the Mountlake Terrace Transit Center where Sound Transit's extension of the Lynnwood LINK light rail will connect with local, commuter, and regional busses by the year 2023. 228th is also a local bus route. Class II bicycle lanes on 228th connect SR 99 to the interurban trail. The City recently extended 228th from 76th Avenue to complete its connection to SR 99. Other recent pedestrian improvements in the corridor include new ADA compliant ramps at corners, sidewalk repair, driveways moved to side streets, and an improved crosswalk at the Interurban Trail crossing with new curb extensions. The very narrow sidewalks on 228th that once connected to the Trail (two to three feet wide) have been augmented with a multi-use path parallel to the west side of the street extending to the Interstate 5. The pedestrian environment along some segments of 228th need improvement. | Workshop |
| Project identified as a high priority in the Comprehensive 2015 Transportation Element | Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects |
| Project identified as a high priority in the Comprehensive 2015 Transportation Element | Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects |
| Project identified as a high priority in the Comprehensive 2015 Transportation Element | Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects |
| This project is recommended for inclusion in the City's Transportation Improvement Plan (TIP) for 2022-2035. | Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects |
| This project is recommended for inclusion in the City's Transportation Improvement Plan (TIP) for 2022-2035. | Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects |

ZONING AND DEVELOPMENT

AFFORDABLE HOUSING

SIGNAGE + WAYFINDING

TRANSIT

TRANSPORTATION

PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS

| IMPROVE BICYCLE CIRCULATION ACROSS AND PARALLEL TO HIGHWAY 99 CORRIDOR | | |
|--|---------------------|--|
| MAP IDENTIFIER | IMPROVEMENT TYPE | DESCRIPTION OF IMPROVEMENT |
| S9 | Bicycle Circulation | Class II bike lanes on 212th Street from Main Street to 68th Avenue crossing SR 99. |
| S10 | Bicycle Circulation | Bike route designation on 224th Street SW from 84th Avenue W across SR 99 to interurban trail. |
| S11 | Bicycle Circulation | Class II bike lanes on 228th Street SW from SR 104 across SR 99 to existing Class II lanes on 76th Avenue W. |
| S12 | Bicycle Circulation | Class II bike lanes on 76th Avenue W from 208th to 220th and bike route designation to 224th Street SW. |
| S13 | Bicycle Circulation | Bike route designation on 238th Street SW from 84th Avenue W across SR 99 to existing Class II bike lanes on 76th Avenue W. |
| S14 | Bicycle Circulation | Class II bike lanes on 84th Avenue W from 212th Street SW to 236th Street SW and bike route designation on 84th Avenue W south to 238th Street SW. |
| S15 | Bicycle Circulation | Class II bike lanes on 236th Street SW from SR 104 to 84th Avenue W. |
| S16 | Bicycle Circulation | Bike route designation on 80th Avenue W from 206th Street SW to 228th Street SW |
| S17 | Bicycle Circulation | Bike route designation on 72nd Avenue W from 208th Street SW to 216th Street SW and continuing on 216th Street SW to SR 99. |
| S18 | Bicycle Circulation | Bike route designation on 73rd PI W from 224th Street SW to 226th PI SW. |

 **PROJECT SUPPORTIVE**
 **PLANNED IMPROVEMENT**
 **OTHER**
IMPROVE BICYCLE CIRCULATION ACROSS AND PARALLEL TO HIGHWAY 99 CORRIDOR

| NOTES | SOURCE |
|---|--|
| | City of Edmonds Bicycle Master Plan & Comprehensive Plan 2015 Transportation Element |
| | City of Edmonds Bicycle Master Plan & Comprehensive Plan 2015 Transportation Element |
| | City of Edmonds Bicycle Master Plan & Comprehensive Plan 2015 Transportation Element |
| | City of Edmonds Bicycle Master Plan & Comprehensive Plan 2015 Transportation Element |
| | City of Edmonds Bicycle Master Plan & Comprehensive Plan 2015 Transportation Element |
| | City of Edmonds Bicycle Master Plan & Comprehensive Plan 2015 Transportation Element |
| | City of Edmonds Bicycle Master Plan & Comprehensive Plan 2015 Transportation Element |
| | City of Edmonds Bicycle Master Plan & Comprehensive Plan 2015 Transportation Element |
| 72nd Avenue from 208th to 212th is a heavily utilized transit route. Because of the frequency of buses on this street, Community Transit recommends providing bicycle lanes instead of a route designation, or, if bicycle lanes cannot be provided, to relocate the route designation to an alternative parallel street. | City of Edmonds Bicycle Master Plan & Comprehensive Plan 2015 Transportation Element |
| | City of Edmonds Bicycle Master Plan & Comprehensive Plan 2015 Transportation Element |

ZONING AND DEVELOPMENT

AFFORDABLE HOUSING

SIGNAGE + WAYFINDING

TRANSIT

TRANSPORTATION

PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS

| IMPROVE PEDESTRIAN ENVIRONMENT ALONG HIGHWAY 99 CORRIDOR | | |
|--|---|---|
| MAP IDENTIFIER | IMPROVEMENT TYPE | DESCRIPTION OF IMPROVEMENT |
| S19 | Pedestrian Safety | Install pedestrian activated Rectangular Rapid Flashing Beacons (RRFB's) with high-visibility crosswalk markings at the pedestrian crossings of the SR 104 on and off-ramps and provide safety lighting to illuminate the crosswalks. |
| Not Shown | Pedestrian and General Multimodal Circulation | Implement corridorwide wayfinding signage to local districts and major multimodal facilities |

**PROJECT SUPPORTIVE****PLANNED IMPROVEMENT****OTHER**

| IMPROVE PEDESTRIAN ENVIRONMENT ALONG HIGHWAY 99 CORRIDOR | |
|---|-----------------------------|
| NOTES | SOURCE |
| This is an interim improvement prior to the proposed reconfiguration of the ramp termini to eliminate high-speed movements. | DKS Associates |
| A corridorwide wayfinding system should be established providing signing at key intersections connecting to major destinations such as downtown, train station, SWIFT stops, nearest bicycle facilities, interurban trail access, parks and open space, local districts along the corridor, and freeway access. | Workshop and DKS Associates |

ZONING AND DEVELOPMENT

AFFORDABLE HOUSING

SIGNAGE + WAYFINDING

TRANSIT

TRANSPORTATION

PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS

| PROVIDE SAFE PEDESTRIAN CROSSING OF HIGHWAY 99 AND ACCESS TO TRANSIT | | |
|--|---|--|
| MAP IDENTIFIER | IMPROVEMENT TYPE | DESCRIPTION OF IMPROVEMENT |
| S20 | Access to/from Transit and Major Employment Center | Improve connection between the Swedish Hospital Campus and the Swift Stations at 216th Street SW by implementing a pedestrian walkway system (potentially covered) internal to the campus with wayfinding to direct pedestrians to the various campus facilities including future land uses that support hospital expansion such as hotels and medical office buildings within the Health Care District. |
| S21 | Access to/from Transit and Interurban Trail | Provide pedestrian and bicycle links that connect the Interurban Trail to the SWIFT Stations and Community Transit bus stops serving the Health Care District. When the property on the east side of SR 99 between 216th Street SW and 220th Street SW redevelops, require the development to dedicate an easement connecting the trail to SR 99. |
| S22 | Pedestrian Safety / Access to Transit | "New pedestrian crossing at 234th Street which is the approximate mid-point of the large gap in crossings. This crossing may be achieved as shown in the notes column." |
| S24 | "Traffic Safety Access Management / Safe Pedestrian Crossing" | Install raised median (with potential gateway features) between 240th and 238th. Channelize westbound traffic on 240th for right turns only. Allow u-turns at 238th. See note [1] below. |
| S25 | "Traffic Safety Access Management / Safe Pedestrian Crossing" | 236th Street to 234th Street. Install raised median and limited c-curb on SR 99. Restrict left turns from stop-controlled 236th Street. |
| S26 | "Traffic Safety Access Management / Safe Pedestrian Crossing" | 234th Street to 230th Street. Install raised median and limited c-curb on SR 99. Restrict left turns from stop-controlled 234th Street. |
| S27 | "Traffic Safety Access Management / Safe Pedestrian Crossing" | 230th Street to 228th Street. Install raised median and limited c-curb on SR 99. Restrict left turns from stop-controlled 234th Street. |

PROJECT SUPPORTIVE

PLANNED IMPROVEMENT

OTHER

PROVIDE SAFE PEDESTRIAN CROSSING OF HIGHWAY 99 AND ACCESS TO TRANSIT

| NOTES | SOURCE |
|--|--|
| The SWIFT stations at 216th Street SW serve corridor's largest employment center--the Swedish Hospital campus and its associated medical offices. The SWIFT bus rapid transit system and these stations are an ideal opportunity for employees and patients/visitors to access the campus by transit. However, the connection between the stations and the various facilities in the campus are by 216th Street SW and SR 99 driveways requiring pedestrians to walk up steep grades and through parking lots to access building entrances. The lack of connections, direction and amenities discourages people from taking transit to the site. | Community Transit and DKS Associates |
| The Interurban Trail generally parallels SR 99 and its alignment is closest to SR 99 between 216th Street SW and 220th Street SW--with only one parcel of land separation--an opportunity to provide a more direct link to the SWIFT stations (via crosswalks) and Community Transit bus stops located on the near and far sides of 216th Street SW. When the under-utilized land separating the trail from SR 99 redevelops, a condition of approval should require the property owner to dedicate an easement for this connection. | Community Transit and DKS Associates |
| <p>A. With significant high density development at 234th node, potentially intersection would warrant a traffic signal (see long-term improvements)</p> <p>B. Install a HAWK pedestrian activated signal</p> <p>C. Install a temporary two-stage unsignalized crossing in the interim timeframe before a signal is warranted.</p> | DKS Associates |
| The crossing at this location should be a priority given it improves access to the community health facility from transit and closes a 3,500 foot gap in protected crossings within this segment of Highway 99 | |
| Improvements at 240th are geared towards obtaining a pedestrian crossing of SR 99 to close one of the crossing gaps in the corridor and to improve vehicular safety and access to the Burlington Coat Factory site. 240th Avenue at SR 99 is one of the highest vehicular collision locations in the corridor and it is not prudent to add an unsignalized crossing at this location. Current crossing demand is too low to warrant a short-term pedestrian crossing improvement. See long-term improvements. | SR 99 Access Management and Cross Section Focused Assessment |
| For long segments with numerous driveways, use intermittently placed medians to allow left turn in/out functions at key driveways. Access managed segments must permit u-turns at adjacent signalized intersections. Use median to restrict left turns from stop-controlled side streets with high collision histories unless the restriction conflicts with a short-term improvement or other proposed change in traffic control. | SR 99 Access Management and Cross Section Focused Assessment |

ZONING AND DEVELOPMENT

AFFORDABLE HOUSING

SIGNAGE + WAYFINDING

TRANSIT

TRANSPORTATION

PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS

PROVIDE SAFE PEDESTRIAN CROSSING OF HIGHWAY 99 AND ACCESS TO TRANSIT, CONT'D.

| MAP IDENTIFIER | IMPROVEMENT TYPE | DESCRIPTION OF IMPROVEMENT |
|----------------|---|--|
| S28 | "Traffic Safety Access Management / Safe Pedestrian Crossing" | 224th Street to 220th Street. Install raised median and limited c-curb on SR 99. |
| S29 | Safe Pedestrian Crossing / Development Access | Install traffic signal at SR 99 / 234th including pedestrian crosswalks on all approaches. |

IMPROVE TRANSIT MOBILITY AND TRANSIT STOP ENVIRONMENT

| MAP IDENTIFIER | IMPROVEMENT TYPE | DESCRIPTION OF IMPROVEMENT |
|------------------|--|---|
| Not Shown | Transit Mobility | Implement a Transit Signal Priority (TSP) system along SR 99 for the SWIFT Bus Rapid Transit system. |
| S30 | Access to Transit / Transit Stop Environment | Improve local bus stops between 234th and 230th that serve Community Health Center and new development within the International and Gateway Districts. |
| S31 | Access to Transit / Transit Stop Environment | Provide enhanced local transit stops near Swedish Hospital. |
| S32 | Transit Service / Ped Amenities | Priority Transit Corridor: SR 99 from 208th to SR 104 (See Figure 10 on page 23 for Priority Transit Corridors designations in the subarea) |
| S33 | Transit Service / Ped Amenities | Priority Transit Corridor: 228th Street SW from SR 104 to 76th Avenue W continuing to the Mountlake Terrace Transit Center. A new SWIFT station is proposed at SR 99 and 228th Street SW. (See Figure 10 on page 23 for Priority Transit Corridors designations in the subarea) |

PROJECT SUPPORTIVE

PLANNED IMPROVEMENT

OTHER

PROVIDE SAFE PEDESTRIAN CROSSING OF HIGHWAY 99 AND ACCESS TO TRANSIT, CONT'D.

| NOTES | SOURCE |
|--|--|
| For long segments with numerous driveways, use intermittently placed medians to allow left turn in/out functions at key driveways. Access managed segments must permit u-turns at adjacent signalized intersections. Use median to restrict left turns from stop-controlled side streets with high collision histories unless the restriction conflicts with a short-term improvement or other proposed change in traffic control. | SR 99 Access Management and Cross Section Focused Assessment |
| This improvement may only be feasible with significantly high density development at 234th Street node and with access from 234th Street to meet signal warrants. New development fronting SR 99 adjacent to the intersection should be required to dedicate land to provide width for wider sidewalks. | Workshop and DKS Associates |

IMPROVE TRANSIT MOBILITY AND TRANSIT STOP ENVIRONMENT

| NOTES | SOURCE |
|---|--|
| Transit Signal Priority (TSP) systems allow BRT vehicles to trigger a change in traffic signal phasing in favor of the buses approaching a signalized intersection. TSP can either expedite a green light for buses passing through an intersection, or expedite buses stopping at far-side bus stops and using the traffic signal's following cycle to load / unload passengers thus avoiding the delay waiting to cross to the far-side stop. | DKS Associates |
| Provide shelters, benches, lighting, and buffer the stop from moving traffic. | DKS Associates |
| The Swift Rapid stations are excellent examples of Bus Rapid Transit stations with ample rider amenities. The nearby local bus stops are established some distance away and most have only signs, some have a bench and waste receptacle. Enhancements should be considered at local stops near major employment centers, major retail concentrations, or institutions where employees may commute by transit. Local bus stops enhanced with wider waiting areas with shelters, benches, shade, lighting, bike racks, etc. may help encourage transit ridership, particularly in combination with employer trip reduction programs. | Workshop |
| These priority corridors would emphasize good daily transit service and bus stop amenities to make transit attractive. | Comprehensive Plan 2015 Transportation Element |
| These priority corridors would emphasize good daily transit service and bus stop amenities to make transit attractive. Although the LINK light rail extension to the Mountlake Terrace Transit Center is still six years out (2023) implementing incremental Priority Transit Corridor improvements on 228th is recommended in the short term to improve current bus service in the corridor as well as prepare the corridor for LRT service in 2023. | Comprehensive Plan 2015 Transportation Element |

ZONING AND DEVELOPMENT

AFFORDABLE HOUSING

SIGNAGE + WAYFINDING

TRANSIT

TRANSPORTATION

PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS

| IMPROVE TRAFFIC FLOW AND GENERAL SAFETY WITH ACCESS MANAGEMENT | | |
|--|---|---|
| MAP IDENTIFIER | IMPROVEMENT TYPE | DESCRIPTION OF IMPROVEMENT |
| S34 | Pedestrian and Vehicular Safety / Ped Circulation | Safety improvements at the intersection of SR 99 / 224th Street SW and between 224th and 76th Avenues (particularly LT into Ranch 99 Market). |
| S35 | Intersection Capacity & Safety / Ped Safety | SR 99 and 212th Street SW-widen 212th to add a westbound left turn lane for 200-foot storage length and an eastbound left turn lane for 300-foot storage length. Provide protected left turn phase for eastbound and westbound movements. |
| S36 | Intersection Capacity & Safety / Ped Safety | SR 99 and 220th Street SW Widen 220th to add a 325-foot westbound right turn lane and a 300-foot eastbound right turn lane. Widen 220th to add a second westbound left turn lane. (This would add about 24 additional feet of crosswalk distance). |
| S37 | Intersection Capacity & Safety / Ped Safety | SR 99 at 216th Street SW Widen to allow one left turn lane, one through lane and one right turn lane in eastbound and westbound directions, with 100-foot storage length for turn lanes. Add eastbound right turn overlap with northbound protected left turn. |
| S38 | Intersection Capacity | Signal Coordination on 220th St. SW from 76th Ave. W to SR 99. |
| Not Shown | Access Management & Traffic Flow Improvements | "Consideration of operational strategies to help SR 99 traffic flow optimization, including: <ul style="list-style-type: none"> - U-turns (recommended at intersections in the access management memorandum). - Jug handle movement accommodations at intersections. - Use of adaptive traffic signals." |

NOTES:

1. From the southern border at the county line (MP 43.50) until approximately 1/4 mile to the north, just past the interchange area but before 240th Street SW (MP 43.72), SR 99 is designated as **Limited Access Partially Controlled**. This is defined as "At-grade intersections are allowed for selected public roads and approaches for existing private driveways, no commercial approaches allowed, and no direct access if alternate public road access is available".
2. From the point just north of the SR 104 interchange (MP 43.72) northward through both Edmonds and Lynnwood (MP 43.72 - 48.92), the designation of SR 99 is **Managed Access Class 4**.

PROJECT SUPPORTIVE

PLANNED IMPROVEMENT

OTHER

IMPROVE TRAFFIC FLOW AND GENERAL SAFETY WITH ACCESS MANAGEMENT

| NOTES | SOURCE |
|---|--|
| Revision of the side street channelization at 224th to avoid the need for a split phase. WSDOT suggests changing the shared thru/left and right-only lanes to a left-only and shared thru/right configuration. | Workshop and WSDOT |
| This project is recommended for inclusion in the City's Transportation Improvement Plan (TIP) for 2016-2021. | Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects |
| This project is recommended for inclusion in the City's Transportation Improvement Plan (TIP) for 2016-2021. | Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects |
| This project is recommended for inclusion in the City's Transportation Improvement Plan (TIP) for 2016-2021. | Comprehensive Plan 2015 Transportation Element - Recommended Roadway Capital Projects |
| Should be implemented in coordination with a Transit Signal Priority system (see S37). | Comprehensive Plan 2015 Transportation Element |
| U-turns will be extremely important with implementation of median access management. Thus, use of various and innovative measures to accommodate changes in traffic patterns is encouraged and might come as a result of site redevelopment. Note that 48-50 feet is the minimum U-turn diameter accepted in the past by the State, with justification. | WSDOT |

ZONING AND DEVELOPMENT

AFFORDABLE HOUSING

SIGNAGE + WAYFINDING

TRANSIT

TRANSPORTATION

3. **State of Washington Legal Requirements of M4 Highways.** Class 4 Managed Access highways are designed to have a posted speed limit of 30 to 35 mph in urbanized areas and 35 to 45 mph in rural areas. In urban areas and developing areas where higher volumes are present or growth that will require a change in intersection control is expected in the foreseeable future, it is imperative that the location of any public access point be planned carefully to ensure adequate traffic progression. Where feasible, major intersecting roadways that might ultimately require intersection control changes are planned with a minimum of ½-mile spacing. Private access connections to the highway are spaced 250 feet apart, only a single access for individual or contiguous parcels under the same owner, and variance permits may be allowed.
4. **Within Incorporated Cities.** Under RCW 35.78.030 and RCW 47.50, incorporated cities and towns have jurisdiction over access permitting on streets designated as state highways. Accesses located within incorporated cities and towns are regulated by the city or town and no deviation by WSDOT will be required. Document decisions made on these accesses in the DDP.

PROPOSED LONG-TERM TRANSPORTATION IMPROVEMENTS

| IMPROVE PEDESTRIAN ENVIRONMENT ALONG HIGHWAY 99 CORRIDOR | | |
|--|-------------------------------|--|
| MAP IDENTIFIER | IMPROVEMENT TYPE | DESCRIPTION OF IMPROVEMENT |
| L1 | Pedestrian Circulation | Widen sidewalks on SR 99 from 212th street to 240th Street to include a minimum 4-foot wide planting strip to buffer pedestrians from moving traffic. Use space for placement of appropriate street trees. |
| L2 | Vehicular / Pedestrian Safety | Install street lighting on SR 99 corridor to close gaps and to achieve uniform spacing and illumination. Install safety lighting at intersections as part of this improvement. |

| SAFE PEDESTRIAN CROSSING OF HIGHWAY 99 AND ACCESS TO TRANSIT | | |
|--|-------------------------------|--|
| MAP IDENTIFIER | IMPROVEMENT TYPE | DESCRIPTION OF IMPROVEMENT |
| L3 | Pedestrian Circulation | Install new signal at 240th (with crosswalks on all four legs) concurrent with new development at 240th node. Consolidate and relocate driveways to 240th (helps meet signal warrants) |
| L4 | Vehicular / Pedestrian Safety | Reconfigure off-ramps as conventional 90-degree stop control intersections. The Rectangular Rapid Flashing Beacons (RRFB's) recommended as an interim short-term improvements (S19) may continue to be used with the reconfigured ramps. |

**PROJECT SUPPORTIVE****PLANNED IMPROVEMENT****OTHER****IMPROVE PEDESTRIAN ENVIRONMENT ALONG HIGHWAY 99 CORRIDOR**

| NOTES | SOURCE |
|--|--|
| This improvement requires approximately 6-feet of right of way. The City should require dedication of right of way (or a permanent public access easement) from private property when redeveloped. Dedication or easement may also be used when properties adjacent to local bus stops redevelop in order to obtain width for ADA compliance and bus shelters. | "Highway 99 Traffic Safety and Circulation Study (2007) DKS Associates" |
| This improvement may also be implemented in conjunction with district identity, streetscape, or themed urban design projects. | "Highway 99 Traffic Safety and Circulation Study (2007) DKS Associates" |

SAFE PEDESTRIAN CROSSING OF HIGHWAY 99 AND ACCESS TO TRANSIT

| NOTES | SOURCE |
|--|--|
| This improvement requires approximately 6-feet of right of way. The City should require dedication of right of way (or a permanent public access easement) from private property when redeveloped. Dedication or easement may also be used when properties adjacent to local bus stops redevelop in order to obtain width for ADA compliance and bus shelters. | "Highway 99 Traffic Safety and Circulation Study (2007) DKS Associates" |
| This improvement may also be implemented in conjunction with district identity, streetscape, or themed urban design projects. | "Highway 99 Traffic Safety and Circulation Study (2007) DKS Associates" |

ZONING AND DEVELOPMENT

AFFORDABLE HOUSING

SIGNAGE + WAYFINDING

TRANSIT

TRANSPORTATION

PROPOSED LONG-TERM TRANSPORTATION IMPROVEMENTS

IMPROVE TRANSIT MOBILITY AND TRANSIT STOP ENVIRONMENT

| MAP IDENTIFIER | IMPROVEMENT TYPE | DESCRIPTION OF IMPROVEMENT |
|----------------|------------------|----------------------------|
|----------------|------------------|----------------------------|

The following Priority Transit Corridor improvement designations are included in Edmond's Comprehensive Plan. Improvements specific to Priority Transit Corridors are not specifically defined but generally include frequent and reliable service, and bus stop amenities which can include wider waiting areas, shelters, seating, shade, good illumination, accessibility for the disabled, and buffers from moving traffic.

| | | |
|-----------|---------------------------------|--|
| L5 | Transit Service / Ped Amenities | Priority Transit Corridor: 220th Street SW from 76th Avenue W to proposed light rail transit station at I-5 interchange. (See Figure 10 on page 23 for Priority Transit Corridors designations in the subarea) |
| L6 | Transit Service / Ped Amenities | Priority Transit Corridor: 238th Street SW from SR 104 to SR 99. (See Figure 10 on page 23 for Priority Transit Corridors designations in the subarea) |
| L7 | Transit Service / Ped Amenities | Improve local bus stop northbound at 240th (provide seating, shelter, refuge can, lighting, etc.) concurrent with new development at 240th Street node. |
| L8 | Transit Service / Ped Amenities | Improve local bus stop southbound at 240th (provide seating, shelter, refuge can, lighting, etc.) concurrent with new development at 240th Street node. |
| L9 | Transit Service Efficiency | Extend BAT lanes on SR 99 onto overcrossing of SR 104 and continuing to 244th Street. |

IMPROVE TRAFFIC FLOW AND GENERAL SAFETY WITH ACCESS MANAGEMENT

| MAP IDENTIFIER | IMPROVEMENT TYPE | DESCRIPTION OF IMPROVEMENT |
|----------------|-------------------|--|
| L10 | Access Management | 238th Street to 236th Street. Install raised median and limited c-curb on SR 99. |
| L11 | Access Management | 228th Street to 224th Street. Install raised median and limited c-curb on SR 99. |
| L12 | Access Management | 220th Street to 216th Street. Install raised median and limited c-curb on SR 99. |
| L13 | Access Management | 216th Street to 212th Street. Install raised median and limited c-curb on SR 99. |

**PROJECT SUPPORTIVE****PLANNED IMPROVEMENT****OTHER****IMPROVE TRANSIT MOBILITY AND TRANSIT STOP ENVIRONMENT****NOTES****SOURCE**

These priority corridors would emphasize good daily transit service and bus stop amenities to make transit attractive.

Comprehensive Plan 2015
Transportation Element

These priority corridors would emphasize good daily transit service and bus stop amenities to make transit attractive.

Comprehensive Plan 2015
Transportation Element

This improvement most likely needed when higher intensity redevelopment occurs within the 240th node.

Workshop

This improvement would best benefit from the installation of a traffic signal at SR 99 / 240th Street.

Workshop and DKS Associates

Extension of the BAT lanes through the bottleneck created by the four-lane overcrossing provides additional efficiency for SWIFT service which has experienced a drop in reliability due to congestion within the corridor.

Community Transit

IMPROVE TRAFFIC FLOW AND GENERAL SAFETY WITH ACCESS MANAGEMENT**NOTES****SOURCE**

For long segments with numerous driveways, use intermittently placed medians to allow left turn in/out functions at key driveways. Access managed segments must permit u-turns at adjacent signalized intersections. Use median to restrict left turns from stop-controlled side streets with high collision histories unless the restriction conflicts with a short-term improvement or other proposed change in traffic control.

SR 99 Access Management and
Cross Section Focused Assessment
(2015) and
Workshop

ZONING AND DEVELOPMENT

AFFORDABLE HOUSING

SIGNAGE + WAYFINDING

TRANSIT

TRANSPORTATION